



SPORTS REGULATION 2021

This sports regulation was written by 4x4 Iberian King. This document consists of 12 pages, numbered from 1 to 12 and may not be copied or used, in whole or in part, without the written consent of the 4x4 Iberian King.

Art. - 1 - 4x4 IBERIAN KING TROPHY :

1.1. Galimplant Sport, together with the RFEaA, organizes for the year 2021, the **4x4 IBERIAN KING**.

1.2. The applicable regulations in order of priority will be:

- The Common Prescriptions for Championships, Cups and Trophies.
- These Sports Regulations and their Annexes.
- The Specific Regulations of the competition.

The following final trophies are established:

- | | |
|--|---------|
| - Trophy for 4x4 Iberian King Pilots | group A |
| - Trophy for 4x4 Iberian King Pilots | group B |
| - Trophy for 4x4 Iberian King Pilots | group C |
| - Trophy for 4x4 Iberian King Co-drivers | group A |
| - Trophy for 4x4 Iberian King Co-drivers | group B |
| - Trophy for 4x4 Iberian King Co-drivers | group C |

To be eligible for the final trophy, you must participate in at least **3 of the 4 events included** in the **4x4 IBERIAN KING**.

Art. - 2 - COMPETITORS :

2.1. These trophies are open to athletes with a valid state or international license, according to the RFEaA 2021 licensing regulations.

2.2. Likewise, all athletes in possession of a valid license, issued by any of the member countries of the European Union, will be admitted to participate, provided that the event is registered in the F.I.A. correspondent.

2.3. It will be mandatory to register for this contest to send the registration forms to the organizing entity of each test duly completed in all its sections, accompanied by the proof of payment of the Registration Rights..

Art. - 3 - SUPPORTED VEHICLES :

There will be three groups separated by categories depending on the size of the wheel.

Group **A** : Tubular vehicles with wheels up to 42 inches

Group **B** : Standard vehicles with wheels up to 37 inches

Group **C** : Standard vehicles with wheels up to 35 inches

Art. - 4 - DEFINITION :

4.1. The **4x4 IBERIAN KING** will be made up of **five** four tests that will combine skill and dexterity.

4.2. The route must be carried out within a delimited space and different types of terrain, such as stony, sandy, small valleys, obstacles or places that are difficult to navigate, closed to traffic and that must have the corresponding permits from both the Competent Authorities in the matter, depending on the Legislation in Force, both at the National and Autonomous level and / or the permission of the owners of the enclosures, if the route runs through privately owned land.

4.3. There will be three modalities:

Group **A**, Group **B** y Group **C**

4.4. The test will take place in predetermined and conveniently defined areas and sectors, indicated in the Specific Regulations for each test. It will be governed by the regulations described in the Specific Regulations of the **4x4 IBERIAN KING**.

4.5. For a test to be scored for the **4x4 IBERIAN KING** For the extreme modality, a favorable report from a commission made up of the Organizing Committee and a representative of the riders will be necessary..

4.6. The final route and the layout of the Circuit will be considered as Secrets for all purposes and will be published the day before the one set for the start of the Test

Art. - 5 - SECURITY :

5.1. The security personnel appointed by the Organizer will prevent public access to the interior of the route indicated for the vehicles, when they must circulate in defined areas.

5.2. Medical and health services:

5.2.1. In each test, a Chief Medical Officer will be appointed, there will be a minimum of TWO ambulances for evacuation, each test will have specific signs of access, both entry and exit of the evacuation routes, and indication of where the emergency services and services are located. doctors. The Specific Rules of the Test must state the Hospital alerted in the event of an emergency evacuation.

A minimum service is established, in any case consisting of: 1 SVA type ambulance, 1 SVB type ambulance and a fire extinguishing vehicle.

An ALL-TERRAIN ambulance and / or VIR-type EXCARCELLATION VEHICLE is recommended.

All of them equipped with the corresponding personnel and sanitary equipment in accordance with the Regulations in Force for this type of vehicles, which will be under the orders and direction of the Head of the Medical Services of the Test.

All the arranged means must be at the disposal of the Clerk of the Course at least 30 minutes before the start of daily operations. They will not be able to leave the facilities or the assigned location without the pertinent

permission of the Race Director or the Security Deputy. To this end, the Organizer will edit a time guide for the reference of all those involved.

Likewise, the installation of a clinic for Emergency Care and First Aid, located near the Paddock, is recommended for the care of both participants and the general public. It must be isolated and have controlled access.

All sanitary facilities must be perfectly signposted and their accesses duly indicated, their location must appear on a specific map in the Specific Rules of the Event.

5.3. Both the pilot and the co-pilot are obliged to use during the test, outer flame retardant clothing, neck protection, helmet, gloves, all approved with an effective date. Socks, breeches, T-shirt, balaclava and hans are recommended. Failure to comply with this article entails the EXCLUSION of the test.

5.4. The vehicle can never be started without the seat belts of all the occupants being properly fastened. Failure to comply with this article may lead to the disqualification of the team.

Art. - 6 - CONTROL CARD :

6.1. Each team will be given, in the Briefing, the control card that they must keep throughout the event and return it to the organizers upon arrival. The falsification, loss or non-presentation of this, will entail the exclusion of the test.

Art. - 7 - START OF THE TEST :

7.1. All vehicles must present themselves for the administrative and technical verifications at the time established in the Specific Rules of the Event. Presenting yourself within the half hour following the closing of these will entail a sanction. After this time, the participant will not be authorized to start. Any contestant who shows up with a delay of more than 30 minutes to the verifications due to force majeure (as understood by the Sports Stewards and provided that the participant has been able to fully justify the existence of said cause), may verify, as determined by the Sports Stewards until at least one hour before the start of the Briefing. (SEE PENALTIES ARTICLE).

7.2. After the verifications and before the start of the test, the Clerk of the Course must give a Briefing to all the pilots and co-drivers admitted to take the start, to communicate all the incidents of the test and answer all the questions that the teams may formulate him. The place and time of the Briefing will be indicated in the Specific Rules of the Event. Attendance at the Briefing by at least one of the team members will be mandatory.

7.3. The participation of vehicles occupied by pilot and copilot, or by pilot only, is allowed. The co-pilot may drive the vehicle if his license is a pilot's. If during the course of the race and, due to force majeure, one of the team members (driver or co-driver) cannot continue the race, the other team member will be allowed to continue the race.

7.4. All tests will have a start time and an end time.

7.5. Before the list of vehicles authorized to take the start, the starting order of the prologue test will be carried out as follows:

- A raffle will be held among all participants and by categories.
- The starting order of the first stage will be that of the prologue classification.
- The starting order of the second stage will be that of the first stage classification.

The starting system may be modified by the Clerk of the Course for safety reasons.

7.6. The Sports Stewards may, for security reasons or force majeure, modify or delete an area or part of a course. This end will be communicated as soon as possible to all participating teams.

7.7. In case of abandonment due to breakdown or for any other cause, participants must deliver the control card to any official of the race and express the will to voluntarily withdraw from the race.

7.8. The starting order for race 1 will be determined by the provisional Classification of the prologue, including all those penalties that the College of Sports Stewards and / or Race Direction may apply.

7.8.2. If, due to force majeure, the prologue cannot be carried out, or it has to be canceled once it has started without any vehicle being able to carry it out, the starting order will be determined by the draw carried out.

7.8.3. If the prologue had to be suspended or canceled when one or more vehicles had already finished it, the starting order will be determined by the classification of the vehicles in order of time for those who had completed the prologue in full, the rest of the participants being Classified according to the order determined by the draw.

7.8.4. The starting order of race 2 will be determined by the provisional classification of race 1, including all those penalties that the College of Sports Commissioners and / or Race Direction may apply.

7.8.4.1. If, due to force majeure, race 1 is suspended or canceled, the starting order of race 2 will be determined by the results of the prologue.

7.8.4.2 If both prologue and race 1 are canceled or suspended, Articles 7.8.2 will apply. and 7.8.3.

7.8.5. If due to a technical breakdown or sports offense, a vehicle is not in a position to start from the assigned position, the Officials will place it at the end of their group. If when the time comes to have to take the start again, problems persist to make it effective, he will be relocated to the end of the grid. If the problems persist, the vehicle will be authorized to return to the work park and will be able to start once the Technical Stewards and Race Direction have verified that the anomalies have been corrected.

Art. - 8 - WORK PARK :

8.1. The Organizer will establish one or more specific areas of the Work Park, in which the participants will be able to carry out all kinds of repairs on their vehicles. The situation of this will be established in the Specific Rules of the Event.

8.2. In the work area of each team, the floor will be protected by a canvas to, in this way, avoid spillage on the pavement.

8.3. In the work area of each team, it is mandatory to have, at least, a powder extinguisher of at least 2 kg.

8.4. If the Work Park is covered, a Refueling Area must be MANDATORY, duly signposted, which can only be accessed by the vehicle, pilot and co-pilot, mechanics and Authorized Officials.

8.5. In the Refueling Zone it is strictly forbidden to smoke, weld, light any type of fire or make repairs to vehicles.

8.6. Any infraction of the Participants to any of these articles will entail the Disqualification of the Sleeve in course. (Prologue, Race 1, Race 2, etc.) being able to arrive in case of recidivism to the Disqualification of the Meeting.

Art. - 9 - PARK CLOSED :

9.1. When the Organizer carries out the administrative and technical checks the day before the race, it must set up a Parc Fermé and guarded area that will run from the end of the checks until the moment the race starts. If the Parc Fermé is not on the same circuit, the vehicles will be summoned to where the zones are located.

9.2. Vehicles will also enter a Parc Fermé situation at the end of each event and with the conditions established by the Common Prescriptions for Trophies, Cups and Championships in Spain.

Art. - 10 - IT EQUIPMENT AND COMMUNICATIONS :

The Organizer will have the necessary computer resources so that the classifications can be made, both the general final and the classes constituted. At the end of the test, each participant and the media must be given the official final classifications, as well as the penalties that each participant has had in each of the zones. These computer equipment or others provided for this purpose, must be at the disposal of the Event Officials so that they can carry out the corresponding minutes.

The organizer must have two differentiated transmission networks:

NETWORK 1 will link the different Control Posts along the route with the Deputy Director and the Race Director.

RED 2 will link the Race Director with the Deputy Director, the Secretary, the Sports Stewards and the Chief Medical Officer.

Art. - 11 - NOTICE BOARD :

The Organizer must place, at a minimum, one **Notice Board** in a place provided for in the Specific Regulations of each event, in which in addition to putting all the required and updated documentation, it must put a detailed plan of the situation of the areas and sectors, It can be replaced by an on-line bulletin board on its website, easily accessible through devices (smartphone or similar).

Art. - 12 - REGISTRATION RIGHTS :

12.1. All registrations must be made with the bulletin provided by the Organizer. Any omission or false indication, both by the competitor, drivers or co-drivers, as well as the vehicle, may lead from the relevant sanction to the non-authorization to start.

12.2. The amount of the registration fees that appears in the Specific Rules of the Event, includes the sports insurance contracted with the RFEdA. For the current year, these registration fees will depend on the category of the participating vehicle (Group A, B or C).

12.3. Before the start of the verifications and for justified reasons of force majeure, the contestant may request in writing, the change of co-pilot.

12.4. A pilot or co-pilot may only register in one vehicle.

12.5. The registration bulletins must be sent to the Organizer up to 7 days before the event, accompanied by the registration fees.

Art. - 13 - NUMBER OF ORDER :

13.1. Each participant will designate their own competition number. These numbers may not coincide with those of other participants and the acceptance or denial criteria will be attributed by the order of registration within the Trophy.

13.2. The respective number for each participant must appear visibly on the front, back and on each of the sides of the vehicle. Any other number likely to create confusion will be prohibited. Participants will be responsible for cleaning the numbers during competitions, so that they are visible at all times.

13.4. The competition numbers will be placed in four positions, two on the sides, one front and one back, their minimum size will be 30 x 30 cm and the numbers will have a minimum height of 20 cm. The numbers will have a minimum of 2 numbers, the "Arial Bold" font will be used and the reference colors will be, for Group A, a white background and black numbers; for Group B, orange background (RGB: R-255, G-167, B-107) and black numbers and for Group C, blue background (RGB: R-0, G-216, B-255) and black numbers.



Group A



Group B



Group C

Art. - 14 - INSURANCE :

14.1. The organizers of tests included in the RFEdA Calendar will comply with the regulations stipulated in terms of insurance by the aforementioned Entity.

The current Sports Law and regulations that develop it, establish that all State and / or international events held in Spain must be in possession of the mandatory organization permit issued by the corresponding Federation and / or - failing that - by the CSD, which - ultimately - has the responsibility for such tests.

14.2. When the organization permit is issued, once the established requirements have been met, the test is insured with the coverage and under the terms and conditions established by Law 21/2007 of July 11, through the insurance policy contracted for that purpose by the RFEdA .

14.3. In the event of an accident in which damage to people or property has occurred, the contestant or his representative must notify a Sports Commissioner in writing or, failing that, the Race Director, as quickly as possible and within a maximum period of 24 hours.

Said statement shall state the circumstances of the accident, as well as the names and addresses of the witnesses.

14.4. Contestants are reminded that only the damages caused by the organizers and the main drivers are covered by the insurance policy contracted by the RFEdA, excluding any damages that the participating drivers or cars themselves may suffer.

14.5. Regardless of said CR insurance, contestants and pilots are free to contract, at their own expense and at their convenience, the individual insurance they deem appropriate.

14.6. The contestants and pilots, in the event of an accident, release the Organizing Entity of the competition from all responsibility and waive any claim against them.

Art. - 15 - TEST CLASSIFICATION :

15.1. In each test a General Classification will be established for all the vehicles participating in it. In the General Classification, the positions achieved by each participant within their Group will be specified.

15.2. The event will win, within each group, the participant who completes all the laps of the circuit in the shortest time, or covers the longest distance within the time defined for the test.

Art. - 16 - TROPHIES AND AWARDS :

Trophies.

- Trophy for driver and co-driver, 5 first classified in each category in each test.
- Trophy for driver and co-driver, 5 first classified in each category in the final classification.
- Delivery of medals to all participants who finish a test.

Awards.

To qualify for the final prize, it is mandatory for the pilot to participate in 3 of the 4 scheduled tests, within the same category.

The amount to be received from the economic prizes, **both by test and finals**, It will be per vehicle and will only be delivered when that category has at least 6 participating vehicles.

- Cash prizes for each test:	- extremes	- 1 st	1500 €
		- 2 nd	1000 €
		- 3 rd	500 €
		- 4 th	trophy
		- 5 th	trophy
	- modified	- 1 st	800 €
		- 2 nd	400 €
		- 3 rd	200 €
		- 4 th	trophy
		- 5 th	trophy
	- utv	- 1 st	800 €
		- 2 nd	400 €
		- 3 rd	200 €
		- 4 th	trophy
		- 5 th	trophy

The final prizes are specified as follows:

- Final cash prizes:	- extremes	- 1 st	2000 €
		- 2 nd	1000 €
		- 3 rd	500 €
		- 4 th	trophy

- 5th trophy
- modified
 - 1st 500 €
 - 2nd 250 €
 - 3rd 100 €
 - 4th trophy
 - 5th trophy
- utv
 - 1st 500 €
 - 2nd 250 €
 - 3rd 100 €
 - 4th trophy
 - 5th trophy

To these final prizes, the Organization will include the delivery of materials from the sponsors of the 4x4 Iberian King (if any), distributed among all those who have participated in the **5 tests 4 tests**.

Art. - 17 - SCORES AND RESULTS TO RETAIN :

17.1. In order to determine the winner of the 4x4 IBERIAN KING of each Category, points will be awarded in each event and following the order of the final General Classification.

The points will be as follows :

CLASSIFICATION	1º	2º	3º	4º	5º	6º	7º	8º	9º	10º	11º	12º	13º	14º	15º	16º	17º	18º	19º	20º	21º	22º
POINTS	25	22	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

17.2. The winner of the **4x4 IBERIAN KING** will be the rider with the highest number of points, once all the tests have been held, following the same scoring criteria set out in article 17.1 and taking into account the best results of all the tests held in each modality.

17.3. In the event of a tie for points at the end of all the Events held, the winner will be the one with the longest competition time.

Art. - 18 - TEST OFFICERS :

In each scoring Event there must be at least the following Officials :

- 3 SPORTS COMMISSARIES
- 1 RACE MANAGER
- 1 RACE SECRETARY

- 2 TECHNICAL COMMISSIONERS
- 1 TIMEKEEPER
- ROUTE COURSES (According to circuit needs)

Art. - 19 - ROUTE :

19.1. The tests will be made up of areas of difficult passage, in which the time factor will be decisive to determine the final classification of the test.

19.2. The route of an area will have a maximum length indicated in the Specific Rules of the Event. Its layout will be duly delimited with tapes attached to the ground or with a painted line. Both the tape and the line will have a maximum width of 10 cm. In case you have to use stakes to hold the tape, these will be made of wood.

19.3. Within the circuit, repairs can be made to the vehicles, these repairs can only be carried out by the pilot and co-pilot of the vehicle with the means available on board. In no case may they have support from people outside the test. The transport of spare parts or tools by other participants of the event is also allowed.

Art. - 20 - ROUTE SAFETY :

20.1. The areas must be fenced or taped sufficiently to avoid the approach of the public in the layout of the same. At no point in the protection that contains the public and the tape or painted line that delimits the route of the vehicles, may they be less than 2.5 meters. Except that the natural or artificial unevenness of the land places the public at a height of more than 2 meters.

20.2. The order of passage of the zones in normal circumstances, will be determined by the order of arrival to that zone, in case of non-clarification by the teams, the decision will be made by the commissioner of the zone.

20.3. In each area there should be an extinguishing service for fire cases.

20.4. The crane and trailer service must be a minimum of 2 units.

Art. - 21 - TEST DEVELOPMENT :

21.1. No vehicle may pull or break any marker or tape delimiting the sector while it is executing it, nor may the vehicle leave the defined route.

21.2. Once the test has started, no team may change the driver, co-driver or vehicle.

21.3. The Driver and Co-driver (or Driver alone, if applicable) will have to appear on board the vehicle at the beginning of each heat.

Art. - 22 - TEST CLASSIFICATION :

It will be governed by the provisions of article 15 of the Sports Regulations of the **4x4 IBERIAN KING**.

Art. - 23 - PENALTIES :

- RECEIVE EXTERNAL HELP	DISQUALIFICATION
- EXCEED 20 K / H. IN WORK PARK	30 MINUTES
- SHORTENING THE ROUTE OR DETERTING FROM THE ROUTE	DISQUALIFICATION
- LOSE OR MODIFY THE ROAD LICENSE	30 MINUTES
- DO NOT YIELD TO ANOTHER, FASTER VEHICLE	30 MINUTES
- NOT WEARING THE SEAT BELTS CORRECTLY FASTENED AT ALL TIMES WHILE RIDING	DISQUALIFICATION
- NOT WEARING THE NETS CORRECTLY FASTENED SECURITY OF BOTH WINDOWS	DISQUALIFICATION
- ABUSIVE HITS TO OTHER VEHICLES	DISQUALIFICATION
- UNSPORTSMANLIKE CONDUCT	DISQUALIFICATION
- LEAVE GARBAGE IN WORK AREAS	500 €
- APPEAR WITHIN THE NEXT HALF HOUR AT THE CLOSE OF VERIFICATIONS	100 €
- APPEAR AFTER MORE THAN 30 MIN. AFTER THE CLOSURE OF VERIFICATIONS	250 €
- FAILURE TO ATTEND THE BRIEFING BY THE PILOT AND COPILOT	300 €